construction of harbours, the improvement of rivers, and the erection of bridges, introducing some new principles of construction into the latter class of works. He also reported on many lines of railway, at the early period of their projection; and he is stated to have first suggested the substitution of malleable-iron rails, instead of the cast-iron rails and tramplates then generally in use.

Mr. Stevenson occupied, for a long period, a high position in the professional world, and at his death the Commissioners of Northern Lighthouses passed the following resolution.—"The Board desire to record their regret at the death of this zealous, faithful, and able officer; to whom is due the honour of conceiving and executing the great work of the Bell Rock Lighthouse,—whose services were gratefully acknowledged, on his retirement from active duty, and will be long remembered by the Board; and they desire to express their sympathy with his family, on the loss of one who was most estimable and exemplary, in all the relations of social and domestic life."

Mr. Stevenson joined the Institution, as a Member, in the year 1828; and at his decease, on the 12th of July, 1850, had the satisfaction of feeling, that the reputation he had acquired, would be worthily supported by the Sons whom he had introduced into the profession.

Mr. John Adams' decease has taken place so recently, and he was so young a member of the Institution, having only joined it as an Associate in 1845, that it has been found impossible to draw up a memoir; nor as yet have any of his friends been met with, who are capable of giving the requisite information.

Mr. Philip North Brockedon, the only son of Mr. Brockedon (F.R.S.), equally known for his mechanical ingenuity and his taste for the fine arts, was born at Florence, on the 27th of April, 1822. His education was commenced at the London University; and was finished at King's College, where his proficiency in the classics, mathematics, natural philosophy, the living languages, and especially those branches of study connected with his future profession, gained the highest testimonials from the Professors, and he became in less than the usual time an Associate of the College.

He began his professional career in 1841, as the pupil of Mr. Cubitt (President Inst. C.E.), by whom he was placed with Mr. Simms (M. Inst. C.E.), and then with Mr. Turnbull, (M. Inst. C.E.), resident engineers on the South-Eastern Railway, under whom he assisted in the construction of most of the principal works on the line.

He then went to the Bristol and Exeter line, where, with Mr. Froude (M. Inst. C.E.), he set out and completed a large portion of the permanent way.

He was then, in 1844 and 1845, engaged on the parliamentary